

TABLE OF CONTENTS:

Kim statement about election of Speaker--	Page 2
Kim introduces two transportation bills--	Page 3
Kim named Chairman of Transportation Subcommittee--	Page 5
Participated in White House Alameda Corridor ceremony--	Page 6
Kim announces new Chino Hills postal facility likely soon--	Page 8
Kim comments on President's State of the Union Address--	Page 9
Kim forms the California Transportation Task Force--	Page 10
Chairman Kim holds first subcommittee hearing--	Page 12
Kim's foresight protects ONT funds from FAA decision--	Page 13
Announces new Chino Hills postal facility a done deal--	Page 15
Kim, Transportation Task Force take stand on issues--	Page 16
Wilson supports Kim ISTEA Task Force proposals--	Page 18
Kim, Congressional leaders to tour Asia--	Page 20
Kim, Arney to tour North Dakota flood damage--	Page 21
Budget deal could victimize CA transportation--	Page 22
House passes Constitutional Amendment to protect the flag--	Page 23
Kim statement on "Credit Union Membership Access Act"--	Page 24
Kim supports first balanced budget in three decades--	Page 25
Kim supports first major tax cut in 16 years--	Page 26
Kim letter causes FEMA reversal on Orange County funds--	Page 27

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
JANUARY 7, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

KIM STATEMENT ON HOUSE SPEAKER NEWT GINGRICH

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA) today made the following statement regarding the investigation of the House Ethics Committee into the college course taught by House Speaker Newt Gingrich (R-GA) and his subsequent re-election as Speaker of the 105th Congress:

“In the few years that I have known Newt Gingrich, I have learned two indisputable facts about the man: 1) That he is a man of principle, and 2) that if there is a man who loves this country more than Newt Gingrich, I haven’t met him.”

“Above all else, it is Newt Gingrich’s leadership and vision that brought forth the reform and progress of the most significant Congress in a generation. I support the ideas and the vision that brought and will continue to bring about positive change and an end to the status quo in Washington and have cast my vote for Newt Gingrich as Speaker of the House.”

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

JANUARY 8, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

KIM TAKES TWO-FISTED APPROACH TO GET TRANSPORTATION TRUST FUNDS OFF-BUDGET

Washington, DC — U.S. Representative Jay Kim (R-41-CA) today took to the offensive to get the transportation trust funds off-budget as an original cosponsor of the Truth in Budgeting Act. The bill would move the Highway, Aviation, Inland Waterways and Harbor Maintenance Trust funds off budget, and eliminate the use of all receipts and disbursements of these trust funds in the calculation of future budgets.

“As a civil engineer, I understand how important an efficient transportation infrastructure is to our economy. I know that without a strong infrastructure, we cannot sustain a prosperous economy. That’s why Congress approved a gas tax over 40 years ago. The idea was simple: Charge transportation a users’ fee, and use that money to build and maintain our transportation infrastructure.”

“The system worked fine in the past because all of the fees went to transportation. But now only a fraction of the fees are spent on transportation. The U.S. Government holds billions of dollars in gas tax revenues to offset the deficit. By taking the Trust Funds off budget and releasing these gas tax revenues for their intended purpose — highway construction projects — California would receive an additional \$180 million each year for the 57/60 interchange, the Foothill Freeway and SR71 improvements. And to make matters worse, Congress is borrowing billions of dollars from the trust funds to spend on social programs! The positive balance in the trust funds offsets deficit spending on other programs. It’s a budgetary gimmick that lets Congress spend more money than it has without looking like a deficit.”

Kim’s comments came today at a press conference to announce the introduction of the Truth in Budgeting Act. Presently, the true budget deficit is underestimated because large portions of these trust funds — intended to pay for transportation projects — are borrowed to pay for other government programs. The trust funds are raised through user fees, such as the gas tax or airline ticket taxes.

Moving the trust funds off-budget has been one of Kim’s highest priorities since taking office. Kim introduced H.R. 1898 during the 103rd Congress, H.R. 564 during the 104th Congress and was a co-sponsor of H.R. 842 last Congress, all three bills would have taken the trust funds off-budget. In addition, Kim re-introduced his own bill to take the trust funds off budget on Tuesday, January 7, the first day of the 105th Congress.

“Over \$30 billion has built up in the trust funds because of this gimmick — while our nation’s transportation infrastructure decays. This bill solves the problem — once the trust funds are off-budget, the books cannot be manipulated to offset deficit spending. The incentive to build up billion dollar balances in the trust funds is then taken away. If we

are not going to spend the money on transportation, then we should not collect the fee. We are being dishonest with the travelling public, and our infrastructure is falling apart. And without a strong infrastructure, we cannot maintain our country's prosperity," said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

JANUARY 8, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

KIM NAMED CHAIRMAN OF PUBLIC BUILDINGS AND ECONOMIC DEVELOPMENT SUBCOMMITTEE

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA) today announced his election as Chairman of the Public Buildings and Economic Development Subcommittee. After being unanimously nominated by his GOP peers on the Transportation Committee on Tuesday, January 7, Kim was elected unanimously by the 66 members of the full Committee this morning in a strong show of bipartisan support.

“Being part of the leadership in the Republican party and the Transportation Committee couldn’t come at a better time as Congress undertakes the drafting of a new National Highway Construction bill (ISTEA) this year. Now, more than ever, California will have a much louder, more powerful voice at the table when it comes to transportation projects and you can be assured that our district and state’s transportation priorities will be addressed at the national level as well,” said Kim.

Chairman Kim, is one of only six Chairmen on the Transportation Committee, and the only third term Member of Congress to serve as a Chairman — making Kim the youngest Chairman, in terms of seniority, on the Committee. The Transportation Committee, expected to grow to as many as 72 members during the 105th Congress, will be the largest Congressional Committee in history.

Kim has been a member of the Transportation Committee since taking office in 1993, when he was selected to the Committee after an award-winning career as civil engineer, specializing in transportation and water projects. The Public Buildings and Economic Development Subcommittee is specifically responsible for rejuvenating lagging economies and overseeing federal properties.

“I will be part of the core leadership in every transportation issue. That translates into a higher priority for projects like the 57/60 interchange, SR 71, ‘blood alley’ and the Foothill Freeway. It also means higher priorities for water projects in Orange, San Bernardino and Los Angeles County. Overall, my Chairmanship means that California has someone who will address and solve the transportation problems of our district, state and nation,” said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
JANUARY 17, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

KIM: ALAMEDA CORRIDOR VITAL TO MAKING INLAND VALLEY A MAJOR INLAND PORT

WASHINGTON, DC — Representative Jay Kim (R-41-CA), Chairman of the Public Building and Economic Development Subcommittee, today took part in the signing of a loan agreement at the White House with President Clinton, Transportation Secretary Federico Pena and Los Angeles Mayor Richard Riordan regarding the terms of a federal loan of \$400 million for the Alameda Corridor Project. The Corridor is a transportation system, linking several intermodal railyards (including facilities in San Bernardino County) to the ports of San Pedro Bay (Los Angeles and Long Beach seaports) by rail and improving the existing road system.

At today's signing ceremony, Kim said, "Not only will this project allow us to develop new opportunities in new markets, but it also improves our local economy and provides thousands of jobs for residents of our District and the State of California."

The Alameda Corridor Project will consolidate 90 miles of rail operations into a single dedicated, 20 mile, high capacity, high speed rail corridor along Alameda Street used by three of the nation's largest freight carriers — Union Pacific, Southern Pacific, and Burlington Northern-Santa Fe. Upon completion of this project all three carriers will have direct access to the port facilities, eliminating the present need to transfer containers several miles by truck between the seaports and the railyards. In addition, improvements will be made to Alameda Street, to improve traffic flow along the busy commercial highway by expanding lanes and eliminating all 200 existing railway crossings.

"With trade barriers finally beginning to fall globally and the San Pedro Bay ports expanding, we were staring a potential pitfall in the face in Los Angeles: how to get our goods to and from markets on the Pacific Rim. The Alameda Corridor was a congestion nightmare both on the highways and railways; slowing down or even impeding the ability of our manufacturers, farmers and industrialists to deliver their goods to foreign markets. Efficient transportation access for our suppliers is essential to sustaining our competitive edge in our trade with Asia," said Kim.

"The Alameda Corridor will be the latest in a network of transportation systems that will help develop the Inland Valley into a major inland port. Trade and commerce from around the world will come through the Inland Valley as never before, through our airport and over our rails and highways."

"Businesses and industry will take note of the Inland Valley's strategic advantage as a transportation hub and will invest in our community and employ our citizens. We are seeing this already with Union Pacific looking at locations to build their new intermodal

facility in San Bernardino County, RPS Shipping's new distribution center in Rialto, Toyota's parts distribution center in Ontario and more certainly to follow. The possibilities are literally endless, and we stand well equipped to help distribute the world's goods to the rest of the country and send our nation's goods overseas," said Kim.

The Project is expected to produce approximately 700,000 new local jobs by 2010. In addition, 10,000 local construction jobs will be created.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

JANUARY 28, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

KIM: NEW CHINO HILLS POSTAL FACILITY LIKELY IN THE NEAR FUTURE

ONTARIO, CA — U.S. Representative Jay Kim (R-41-CA), Chairman of the Public Buildings and Economic Development Subcommittee, today met with the United States Postal Service's new Santa Ana District Area Manager Mr. Al Iniguez to discuss the status of several of the 41st District's postal priorities. Paramount among the concerns expressed by Congressman Kim was the status of Chino Hills' request for its own postal facility.

"Chino Hills is the largest city in California without its own postal facility. I am encouraged by Mr. Iniguez's willingness to work with my office and the city of Chino Hills. Friday's meeting was extremely productive" explained Congressman Kim.

A United States Postal Service (USPS) retail mapping study requested by Kim back in August concluded that Chino Hills is in need of its own postal facility. Kim has been pressing the USPS for a new postal site in Chino Hills.

"I was very pleased to hear that the USPS agrees with the residents of Chino Hills — that their city needs and will support a full service retail postal facility. And to that end, Mr. Iniguez has informed me that in his capacity as District Manager he has recommended that Chino Hills become home to a full-service, state-of-the-art postal facility. This is a giant step toward getting approval from the Postmaster General in Washington."

Kim met today with the Mayor of Chino Hills, Jim Thalman, to share the good news. In thanking Kim for his work on the city's behalf, Thalman stated, "It's really terrific that we have someone like Jay Kim in Washington, D.C., who can assist and help the city and citizens of Chino Hills realize this opportunity. It is truly a benefit to the city."

Kim also reported that "barring any unforeseen obstacles in Washington, both Mr. Iniguez and I are extremely confident that new Chino Hills facility is a reality at last."

Kim said that a detailed plan for the construction of the facility, including a time table for completion, location and total cost, will be worked out upon final approval of Iniguez's recommendation in Washington.

"This type of attention to the needs of Chino Hills bodes well for the postal concerns of the 41st District. I look forward to working on other projects with Mr. Iniguez in the future," said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

EMBARGOED UNTIL 9:30 P.M. EST
FEBRUARY 4, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

KIM COMMENTS ON THE STATE OF THE UNION

WASHINGTON, D.C. — Reacting to President Clinton’s State of the Union Address, U.S. Representative Jay Kim (R-41-CA), Subcommittee Chairman of Public Buildings and Economic Development, said:

“I am happy to hear the President reiterate his desire to work with us on improving the quality of life for all Americans. I am hopeful now that his campaigning days are over that he will not only talk a big game, but will tackle those issues which he outlined tonight.

“I am optimistic that President Clinton will take the opportunity to enact the balanced budget amendment and tax relief for our families. Our families and businesses can’t operate in debt and neither should our government. When money gets tight in the 41st District, families and businesses make tough decisions — prioritize their spending, trim the fat and do what it takes to make ends meet. By enacting a 28th Amendment, we ensure that Washington, D.C. lives by the same rules you and I do every day.

“The President spent his first term discussing lofty goals, now we all want to get down to specifics — let’s do those things that President Clinton highlighted — Congress has been pushing this agenda all along. Working together we can balance the budget, put an end to big government solutions, teach our children to read, write and compete, provide tax relief for our families and make our streets and schools safer. I am anxious to see four years of promises and rhetoric turned into four years of making those things happen.”

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

FEBRUARY 5, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

KIM RALLIES STATE DELEGATION TO PUSH FOR CALIFORNIA IN NATIONAL TRANSPORTATION BILL

WASHINGTON, DC — In an effort to ensure California's transportation priorities are met during the upcoming Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization, U.S. Representative Jay Kim (R-41-CA), Subcommittee Chairman on the Transportation and Infrastructure Committee, today joined a bipartisan group of California Members to announce the formation of the California ISTEA Task Force.

The Task Force is an officially registered House caucus, that now boasts 33 Members of the California delegation. Representative Kim organized the Task Force with the purpose of organizing the California delegation into a cohesive voting bloc that can make sure that State priorities are reflected in the final ISTEA bill. The Task Force will focus on several major issues, such as: 1) Funding allocation formulas; 2) NAFTA projects, and; 3) Expanding local flexibility in using ISTEA dollars.

"In order to have the final ISTEA bill reflect California's priorities, I feel that it will be necessary to bring other votes to the Transportation Committee. A large, well-organized voting bloc of California Members will be able to exert far more leverage over the ISTEA reauthorization process than one Member could alone. Let's face it, there is no state in the nation where transportation infrastructure is so vital to the way its citizens live other than California," said Kim, who will serve as Chairman of the Task Force.

"My idea is to unite the delegation on those ISTEA issues that we share in common and let Congress know that California will be working together — a bipartisan effort — to ensure California's best interests are preserved."

ISTEA was signed into law on December 18, 1991, authorizing federal transit, highway and safety programs through October 1997. The purpose of the act is to advance the development of a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner. ISTEA is the legislative vehicle in which Kim will attempt to secure federal funds for vital California projects.

"California's highways are some of, if not, the most congested in the nation. We have more motorists — living in, visiting and transporting cargo — in our state than any other in the country. As a result, California private and public interests have worked together to lead the nation in innovative, intermodal projects. We are talking about more than \$130 billion in federal transportation funding and California deserves a good bit of it.

"In addition, Southern California is a key component of international trade. It is the gate-

way to the Pacific Rim and is instrumental in the ultimate success of NAFTA. In a very real sense, California's transportation needs are and should be one of the nation's top priorities."

Kim also highlighted two specific areas that California needs addressed during the reauthorization process:

Funds for road construction along the boarder to accommodate increased truck traffic due to the North American Free Trade Agreement (NAFTA). Kim has identified this as a major unfunded mandate for California. "California is forced to take money away from projects in the 41st district such as the 'Blood Alley' (SR 71) widening and realignment and improvements to the 57/60 interchange, in order to increase capacity on the Mexican border. NAFTA is a national commitment, and the federal government should pay its fair share," said Kim.

Development of a more equitable formula for distributing federal gas tax revenue, to give California its fair share. Kim noted that several states, including California receive a disproportionately low share of the federal gas tax revenues (For example, when it comes highways California receives only about \$.91 on each dollar the state contributes). "While we were trying to construct the National Interstate system, it was necessary for states with larger populations to help subsidize Interstate construction in less populous states. But now, the Interstate System is basically done. California, one the most populous and well travelled states, is penalized, as several states, without the extensive highway system our state has, get double their money back. It is time for California to get their fair share," said Kim.

Kim, along with other Southern California Members, wrote to Subcommittee Chairman Thomas E. Petri (R-WI) last March asking him to hold field hearings in Southern California. In the letter, the Members write, "Southern California has become a staging area for intelligent infrastructures and overall advanced transportation technologies and will serve as a model region for mobility in the 21st Century."

"We need to hear ISTEA's successes and failures, and see what is working and what is not. The Task Force will give us a chance to see first hand how the program is being implemented in California. By listening to transportation providers, to state, county and city leaders and to citizens, we can craft the legislation that will give local government the necessary flexibility in decision making to meet local priorities; yet, is still responsive the transportation needs of the United States," said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

MARCH 6, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

THERE'S A NEW LANDLORD IN TOWN: CHAIRMAN KIM HOLDS FIRST SUBCOMMITTEE HEARING *QUESTIONS GSA ON \$680 MILLION SHORTFALL*

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA), Chairman of the House Transportation Public Buildings and Economic Development Subcommittee, rattled some cages in the federal government yesterday as he led his subcommittee in an investigative hearing into financial mismanagement at the General Services Administration (GSA).

The point of controversy is a \$680 million rent shortfall that GSA is experiencing due to poor budget management and forecasting errors at the agency. GSA is the government entity that manages the bulk of the federal buildings in the United States. Rent monies collected by GSA are used to finance new construction projects, which will now be put on hold, as will most major repairs at existing federal buildings.

“It’s no wonder the American people have so little confidence in Washington — it is exactly this type of mismanagement that makes what precious little credibility the government has evaporate. How can we expect the American people to look to Washington for solutions, when we don’t seem to be able to manage our own affairs?” said Kim after the hearing. “My subcommittee is going to try to build back some of public trust by putting an end to these types of mistakes and finding out who is ultimately responsible.”

During the hearing Kim demanded the names of the persons responsible from GSA within two weeks.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
MARCH 18, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

ALL IS NOT LOST ON ONT!!!

KIM'S FORESIGHT PROTECTS \$150 MILLION FOR ONT

WASHINGTON, D.C. — The Federal Aviation Administration (FAA) today announced that it would suspend a \$27.2 million Airport Improvement Program (AIP) grant to Ontario International Airport (ONT), throwing a possible monkey wrench into the airport's terminal expansion. The grant was one of several sources of funding that U.S. Representative Jay Kim (R-41-CA) had secured over the past several years for ONT's continued terminal expansion. Fortunately, Kim realized that this type of action by FAA was not out of the realm of possibility, and secured \$148.4 million of ONT's funding through passenger facility charges (PFC), ensuring the project will continue.

The suspension came about when the FAA reviewed Los Angeles International Airport's (LAX) \$31 million revenue diversion to the City of Los Angeles for services (mainly fire protection and traffic control) provided by the city to LAX from the 1920's to the 1970's. The diversion of airport revenue to non-airport related projects and services is strictly prohibited by the FAA and subject to penalties, such as the suspension of AIP grants to the airport or airport sponsor — LA Department of Airports is the sponsor for ONT's grant. FAA contends that it has received inadequate documentation of the \$31 million expenditure from LAX and the city of Los Angeles, and that such expenditures are not permissible by law.

Kim, a Subcommittee Chairman on the House Transportation Committee, reacted angrily to the news, "Am I surprised?? No. It is flat out wrong for the FAA to hold ONT accountable for its problems with Los Angeles, but we knew this situation was a possibility. That's why I insisted on protecting almost 90% of ONT's funding by using PFC's instead of the typical AIP grants. Is it all a bed of roses? No. But, with the \$148 million in PFC money in the pipeline, construction will continue. In the meantime, I will work on restoring this \$27 million in AIP grants."

Kim secured funding of \$148.4 million for the ONT expansion in 1995 by getting both the airlines and then FAA Administrator David Hinson to agree to allow LAX to use a portion of its PFC funds for construction at ONT. In August of 1995, Kim, after meeting with Administrator Hinson was able to obtain assurances from the FAA that this PFC money would not be subject to penalties levied against LAX. During his negotiations with Hinson, Kim also secured the FAA's approval of ONT's financial separation from Los Angeles International (LAX). Los Angeles was then able to reissue its airport revenue bonds to sever financial links between LAX and the other airports.

"These actions were designed to protect as much of ONT's federal funding as possible from FAA penalties. \$148 million should keep us on schedule for the time being. With the

benefit of hindsight, securing the PFC money is looking like a really smart move. I knew that AIP grants were going to be a wild card — LAX has a somewhat bumpy history with the FAA, so there was no question in my mind that there was a risk involved with the AIP grants. That's why securing the PFC's when we did was so important. No one will touch that money — it all goes to Ontario," said Kim.

"The whole situation is kind of ridiculous to begin with — when the FAA has an issue with Seattle, they don't close the airport in Miami. ONT is not LAX. Unfortunately, LAX doesn't accept AIP grants, and as an airport in the Los Angeles system that does receive grant funding, ONT winds up in this situation. I would hope that cooler heads would prevail, and that the city and the FAA will rectify this situation immediately," said Kim.

According to Kim, there are several courses of action to correct the FAA's decision to freeze the grant (all of which are being looked into):

- FAA can re-examine the situation and restore ONT's funds;
- The City of Los Angeles can return the \$31 million;
- The City can appeal the decision with the FAA or to a court of law, at which point, the FAA can repeal its decision;
- Legislative action by Congress to make the FAA exempt ONT from penalties assessed to LAX..

This is a preliminary decision by the FAA. A final decision on this matter will be given in 180 days. Kim said that he is investigating avenues to continue grant funding throughout the appeal process or until the final decision is made.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
MARCH 19, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

DONE DEAL!!!! **NEW CHINO HILLS POSTAL FACILITY A REALITY**

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA), Chairman of the Public Buildings and Economic Development Subcommittee, today announced that the United States Postal Services' (USPS) Capital Budgeting Committee has given the "go ahead" for a full service postal facility in Chino Hills. The Budget Committee met on Monday in San Bruno, California to approve funding for the facility.

"This is great news. Chino Hills is the largest city in California without its own postal facility. Securing a facility in Chino Hills has been one of my top priorities over the past several years. I have let everyone at the U.S. Postal Service know, from Postmaster General Runyon on down, that I expected a post office in Chino Hills. Obviously they finally heard what I and the city of Chino Hills have been saying all along — we need a post office," said Kim, reacting to the news.

Last month, Kim met with United States Postal Service's new Santa Ana District Area Manager Mr. Al Iniguez to discuss the status of several of the 41st District's postal priorities. Paramount among the concerns expressed by Congressman Kim was the status of Chino Hills' request for its own postal facility. Iniguez signed off on the Chino Hills facility at that meeting, recognizing the need for a postal facility in the immediate future.

According to Postal Service sources in Washington, all that is left for the Chino Hills facility is the selection of a site and the hiring of a contractor to build the structure. Barring any unforeseen snafus, the Postal Service expects the Chino Hills facility to be up and running by September, 1998. The new facility will be a \$4 to \$5 million, full-service, state-of-the-art post office, with a retail postal shop and delivery services. The postal shop will include the latest in automated technology for postal purchases such as packaging and stamps, as well as traditional window service for more complex transactions.

The successful completion of the Chino Hills Postal facility in September, 1998 will be the culmination of years of effort by Congressman Kim that included February's meeting with District Manager Iniguez, contacting Postmaster Runyon, and initiating a retail mapping study last August which concluded that Chino Hills was in need of its own postal facility.

"I am very pleased that the USPS agrees with the residents of Chino Hills — that their city needs and will support a full service retail postal facility. This was it. The final hurdle. And it is a great example of how Washington should work — Chino Hills had a problem, they asked me to intercede and together we got it done," said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
MARCH 20, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

KIM, CALIFORNIA TRANSPORTATION TASK FORCE TAKE A STAND ON THE ISSUES FOR CALIFORNIA

WASHINGTON, DC — In an effort to ensure California's transportation priorities are met during the upcoming Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization, U.S. Representative Jay Kim (R-41-CA), Transportation and Infrastructure Subcommittee Chairman and head of the California Transportation Task Force, today announced the adoption of the caucus' goals and guiding principles during the continuing Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization.

Kim, along with Task Force Co-Chair, Congressman Bob Filner (D-51-CA), presented the proposed agenda to the Members of the Task Force at a meeting this afternoon.

Kim outlined three major principles that he felt the Task Force could come to a consensus on:

Include a Freight Factor in the state funding formulas. This change would bring \$200 million over 5 years to California. The justification for this principle is that nearly 30% of all U.S. imports and 21% of all U.S. exports come and go through Southern California (by way of our ports, airports or across the border). Add our North California ports and the number pushes higher. The entire nation benefits from trade, so logically they should share in its costs.

Commence a NAFTA Border Infrastructure Program. This program would reimburse the state for the costs of Mexican border infrastructure projects and free state funds to be used for other needs. California diverts over \$200 million to border projects (such as the expansion of checkpoints, building bridges and highways to accommodate additional truck traffic) — money that could (and should) be used on other priorities throughout the state, which constitutes an unfunded mandate. President Clinton's national transportation proposal (NEXTEA) incorporated the language of Kim's NAFTA Infrastructure bill (although, at much lower funding levels), leading Kim to believe that this proposal is immediately achievable.

Reform the Congestion Mitigation/Air Quality (CM/AQ) Program. California needs more CM/AQ funding in order to ensure clean air in the state and meet federal air quality standards. Funds from these programs are used for pollution fighting measures vital to California such as HOV-lanes and public transportation that uses clean burning fuel. There are two major changes needed in the CM/AQ program: 1) Eliminate the 15% funding caps for big states such as California; and 2) Allow "maintenance areas", such as San Francisco, to continue to receive funding so that it will not fall back to substandard air quality. President Clinton's NEXTEA plan also recommends an expansion of the CM/AQ program.

“In short, I believe that the next ISTEA bill should increase the CM/AQ program and establish trade-related infrastructure as a national priority, and that the state funding allocations under the bill should reflect these commitments,” said Kim.

“California’s highways are some of, if not, the most congested in the nation. We have more motorists — living in, visiting and transporting cargo — in our state than any other in the country. So, in a very real sense, California’s transportation needs are and should be one of the nation’s top priorities. We are talking about hundreds of billions in federal transportation funding and California deserves a good bit of it.”

ISTEA was signed into law on December 18, 1991, authorizing federal transit, highway and safety programs through September, 1997. Sometimes referred to as the National Highway Bill, it’s purpose is to advance the development of a national intermodal transportation system that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner.

The Task Force is an officially registered House caucus, that now boasts 44 Members of the California delegation. Representative Kim organized the Task Force with the purpose of organizing the California delegation into a cohesive voting bloc that can make sure that State priorities are reflected in the final ISTEA bill.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

APRIL 21, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

WILSON, TASK FORCE ON THE SAME PAGE: SUPPORT KIM ISTEA PROPOSALS

WASHINGTON, DC — In an already busy week for the California Transportation Task Force, U.S. Representative Jay Kim (R-41-CA), a Transportation and Infrastructure Subcommittee Chairman and head of the Task Force, today received Governor Pete Wilson's support for Kim's proposed agenda calling for increased funding for California's transportation needs in the Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization.

"While devolution may not be an idea whose time has come... I urge you to take advantage of this opportunity to secure greater state and local discretion for California," wrote Wilson in a letter to Kim today. Wilson also urged Kim and the Task Force to "maximize California's return on our federal contributions" in addition to supporting Task Forces stances on transit funding, NAFTA projects and trade/freight considerations in funding formulas.

Governor Wilson's support of the Task Force agenda comes on the heels of two successful ISTEAs summits in San Diego and Diamond Bar over the Passover holiday in which, key regional officials and governmental organizations also cast their support for the Task Force agenda. During the summits, Kim also announced that the Task Force now boasts all 52 Members of the California Congressional delegation. 42 Members of the Task Force have already signed on to the agenda that will be presented to Transportation Committee Chairman Bud Shuster (R-PA) later this week.

Reacting to Wilson's letter of support, Kim stated, "Although Governor Wilson advocated devolution, he has been an active participant in Task Force activities since Day One. His support, as well as the support of California's transportation officials and industry, shows not only commitment on everyone's part to do what is in California's best interests, but shows that there is now agreement on the strategy by which we obtain what is best for the state."

Kim presented the proposed agenda to the public at the ISTEAs summits over the weekend. The summits are part of Kim's and the Task Force's continuing efforts to ensure California's transportation priorities are met during the upcoming ISTEAs reauthorization and that public input is part of the decision making process.

Kim has presented the Task Force agenda at three summits: Diamond Bar, San Diego, and Monterey. Among those organizations and government entities giving their support to the Task Force's proposals were: SANDAG, SFMTC, LAMTA, SCAG, Sacramento COG, Los Angeles County, Orange County, OCTA, RCTC, the City of Anaheim, the City of Chino, the City of Chino Hills, the City of Diamond Bar, the City of Claremont, the City of

Yorba Linda, the City of Claremont, the City of Ontario, the Anahiem Chamber of Commerce, the Chino Valley Chamber of Commerce and the Gateway Cities Council of Governments.

Kim outlined four major principles that the Task Force would fight for during the ISTEAs:

Include a Freight Factor in the state funding formulas.

Commence a NAFTA Border Infrastructure Program.

Reform and Expand the Congestion Mitigation/Air Quality (CM/AQ) Program.

Maintain the current commitment to Transit Programs.

The Task Force is an officially registered House caucus. Representative Kim organized the Task Force with the purpose of organizing the California delegation into a cohesive voting bloc that can make sure that State priorities are reflected in the final ISTEAs bill.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
MARCH 21, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

CONGRESSMAN KIM, CONGRESSIONAL LEADERS GO TO KOREA

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA), a House Transportation Subcommittee Chairman, today announced that he would join a bipartisan Congressional delegation including other House Republican Leaders on a trip to Asia over the Easter recess. Among others, Kim will join House Speaker Newt Gingrich (R-GA) on a 10 day tour of Asia with stops in Japan, Hong Kong, Taiwan, and South Korea.

Congressman Kim will arrive in South Korea on Monday, March 23, 1997 and depart Wednesday, March 26, 1997. The Congressional Delegation will meet with President Kim Young Sam (at the Blue House), Foreign Minister Yoo Chong-Ha, National Assembly Speaker Kim Soo Han and tour the Joint Security Area (the DMZ).

“This is a very important time in United States-Asian relations. I would hope that this trip will enable my colleagues to gain rare and valuable insights into South Korea and other Asian countries. I hope that we can have an open exchange on economic development, trade, human rights and several other crucial topics,” said Kim.

“It is my hope that we will address the situation with North Korea, which poses an uncertain future and potential instability on South Korea and its neighbors. But most of all, I want to introduce my colleagues to the countries of Asia and enhance both sides understanding of each other.”

The U.S. Delegation will include Congressmen Bob Livingston (R-LA), Doug Bereuter (R-NE), Chris Cox (R-CA), John Boehner (R-OH), Jennifer Dunn (R-WA), Ed Royce (R-CA), Mark Foley (R-FL), John Dingell (D-MI), William Jefferson (D-LA), Al Hastings (D-FL) and Senator Connie Mack (R-FL). The Delegation will return to the United States on Wednesday, April 2, 1997.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

APRIL 21, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

KIM, ARMEY TO TOUR NORTH DAKOTA FLOOD DAMAGE

WASHINGTON, D.C. — U.S. Representative Jay Kim (R-41-CA), Chairman of a House Transportation and Infrastructure Subcommittee and Member of the Water Resources Subcommittee, today announced that he would join House Majority Leader Dick Armey (R-TX) on a tour of flood ravaged North Dakota with Governor Ed Schafer (R-ND) on Monday, April 28, 1997.

“As a Californian, I can sympathize with the people of North Dakota. This natural disaster has destroyed their homes and businesses and done significant damage to their infrastructure — which will leave them a reminder of this tragedy when the flood waters recede. California has had more than its fair share of disasters in recent memory — and in order for us to get back on our feet and our lives in order, it took a combined effort of individual, local, state and federal support. I am going to North Dakota to be a partner in that recovery process,” said Kim.

Also joining Kim, Armey and Gov. Schafer will be Congressmen Rick Lazio, Jim Rogan, Martin Sabo, Earl Pomeroy, Collin Peterson, Mark Souder and Anne Northrup.

“It is my hope that my background as an engineer and my position as a Transportation and Infrastructure Subcommittee Chairman will enable me to report in detail to my colleagues on the Committee and in Congress the extent of damage. This assessment will be critical for providing the necessary assistance North Dakota will require to start putting lives back together,” said Kim.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
MAY 8, 1997

CONTACT: C. BRUCE ALLEN
(202) 225-3201

AS SPECIFICS OF THE BALANCED BUDGET AGREEMENT ARE REVEALED ...

KIM CONCERNED CA TRANSPORTATION VICTIMIZED;

“IF WHAT WE HEAR IS TRUE, THIS BUDGET NEEDS SOME WORK.”

WASHINGTON, DC — U.S. Representative Jay Kim (R-41-CA), Transportation and Infrastructure Subcommittee Chairman and Chairman of the California Intermodal Surface Transportation Efficiency Act (ISTEA) Task Force, today outlined serious concerns that he has with the recently announced budget agreement between Congress and the White House.

“If the figures that have trickled out of the Budget Committee hold, we’re in some serious trouble in Southern California,” said Kim, discussing the transportation funding in the budget agreement. “Our projects are in danger, serious danger if we don’t restore the money that is being funneled out of Transportation spending.”

By 2002, as much as \$73 billion will have accumulated in gas taxes, which will not be spent on much needed transportation projects, road and bridge repair. Right now, there is a \$24 billion surplus that is sitting in the Highway Trust Fund as an accounting gimmick to offset the deficit. Under the budget agreement an additional \$16 billion will accumulate in that fund. In addition, approximately \$33 billion will be collected in gas taxes over that time that will go directly to non-transportation, social programs.

“California pays 10% of the nation’s gas tax, so \$7.3 billion belongs to us — \$5 billion of that in Southern California alone. This money should be funding projects like I-10, SR 71, the 57/60 interchange, Imperial Highway, the Alameda Corridor East and the Ontario Airport Access Roads.”

“I can’t argue against a balanced budget — the benefits to our nation and to our families are unquestionable. I have championed the Balanced Budget Amendment since announcing my candidacy back in 1991, and while I have the utmost respect for the leaders who forged this deal, if the numbers I am hearing out of the Budget Committee hold true, there remains work to be done with respect to transportation funding,” said Kim.

“As a Transportation Subcommittee Chairman, I am concerned that the reported transportation spending levels will simply not allow us to do what needs to be done to meet America’s transportation needs. As the Congressman representing California’s 41st District, I am very concerned that projects in our district will be in jeopardy. Our state’s economy is literally driven by transportation. Within the past two years the 41st District has seen an explosion in highway and transportation construction — when in the past decade do you remember so many projects being undertaken at once? Five years ago the economy of Inland Empire was stagnant — nearly 8% behind our nation’s economy, but transportation has got us up and running. And it won’t stop there — we’re just beginning. As a Subcommittee Chairman, I feel the district can count on more projects coming.”

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard, Suite 203A
Yorba Linda, CA 92886
(714) 572-8574

FOR IMMEDIATE RELEASE

**CONTACT: JOHN MECHEM
(202) 225-3201**

HOUSE PASSES CONSTITUTIONAL AMENDMENT TO PROTECT AMERICAN FLAG

WASHINGTON, D.C. — The House of Representatives today overwhelmingly passed and amendment to the U.S. Constitution that gives Congress the power to prohibit the physical desecration of the flag of the United States.

The measure, H.J. Res. 54, passed the House by a vote of 310-114.

“Both across our country and around the world, the U.S. flag is a symbol of everything we hold dear,” Kim said. “For over two hundred years, brave men and women have risked their lives fighting for our country, to protect those values our flag represents. If we don’t act to protect our symbol of freedom and liberty, who will?”

Kim also said that he did not believe that this amendment is an attack on the freedom of speech. “Just as it is against the law to commit a hate crime, there should be a federal law prohibiting flag desecration. Is there a more offensive way to demonstrate hate for the United States than by desecrating the flag? I don’t think so.”

There are two methods of proposing amendments to the Constitution. Since the ratification of the Constitution, amendments have always been approved by two-thirds of those present and voting in both House and Senate and then ratified by three-fourths (currently 38) of the state legislatures. The Constitution has been amended 27 times. The most recent amendment, prohibiting a congressional pay raise from taking effect during the Congress in which it was adopted, was ratified on May 7, 1992.

The Constitution allows for another method of proposing amendments to or even completely rewriting the Constitution. Two-thirds (34) of the states may “call a convention for proposing amendments.” Such a convention could propose amendments only. Any proposed amendments would still need to be ratified by three-fourths of the states. No such convention has ever been called.

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard, Ste. 203A
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
JUNE 24, 1997

CONTACT: MATT REYNOLDS
(202) 225-3201

Kim Statement on H.R. 1151, the “Credit Union Membership Access Act”

Congressman Jay Kim today made the following statement in support of H.R.1151, legislation that would clarify current law to allow credit unions to continue to admit members from several different employee groups:

“Credit unions play a valuable role in the economy of the Inland Empire. These important institutions give working folks access to efficient, convenient, low-cost financial services. For this reason, I was discouraged that a federal court recently decided to sharply limit who could be a member of any given credit union. By arbitrarily diminishing the membership base of credit unions, this court decision threatens the viability of California credit unions and will deny thousands of 41st district residents a full range of financial service options.

I cosponsored H.R. 1151 to reverse this unfortunate decision and protect the right of California consumers to have access to credit unions. Make no mistake about it: H.R. 1151 is not radical legislation. It merely restores the status quo that existed before the federal court intervened. While I recognize that the banking industry may have some legitimate concerns about the activities of credit unions, I believe that the threat to banks from credit unions, which hold only 2% of the nation’s financial assets, is minimal. Moreover, I believe that banks should make their case to Congress — not to the federal courts — if they believe that the law should be changed. Perhaps the debate over H.R. 1151 will provide such an opportunity. In the meantime, however, I believe that the status quo serves California consumers, including the 122,000 credit union members in the 41st District, quite well.”

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard, Suite 203A
Yorba Linda, CA 92886
(714) 572-8574

FOR IMMEDIATE RELEASE
JUNE 25, 1997

CONTACT: MATT REYNOLDS
(202) 225-3201

KIM SUPPORTS FIRST BALANCED BUDGET IN 3 DECADES

WASHINGTON, D.C. — Congressman Jay Kim cast his vote today for the first balanced budget since man walked on the moon, as the Balanced Budget Act passed the House by a vote of 270-162.

Congressman Kim said, “This budget delivers on our promise to reduce spending, cut taxes and save Medicare from bankruptcy. Best of all, this budget is bipartisan. Instead of bickering and attempting to score political points, Congress and the Administration worked together and produced a fair agreement that is good for the American people. Make no mistake about it though — this deal may be bipartisan, but it accomplishes much of what I have been fighting for: A smaller and more efficient government, a stronger Medicare program that will not go bankrupt, and an end to reckless growth in government spending.”

“In the end, it will be the American people that reap the benefits of our efforts — through lower interest rates, a healthier and promising economy that will provide good jobs, and a sound Medicare system that will be there as future generations of seniors retire.”

“Having run a small business before coming to Congress, it has always seemed like common sense to me that you can’t spend more than you take in. I am pleased that we are finally applying this basic principle to the federal government.”

The Balanced Budget Act balances the budget by 2002; reduces the growth rate of federal spending to 3 percent a year for the next years, saving taxpayers \$289 billion; delivers genuine entitlement reforms that will save taxpayers \$700 billion over 10 years; preserves Medicare for a decade; gives states more flexibility in providing welfare and health care assistance; and provides health care coverage for children.

The House continues its work tomorrow as it brings the Taxpayer Relief Act to a vote, which gives tax relief to taxpayers at every stage of life.

####

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE
JUNE 26, 1997

CONTACT: MATT REYNOLDS
(202) 225-3201

KIM SUPPORTS FIRST MAJOR TAX CUT IN 16 YEARS

WASHINGTON, D.C. — Congressman Jay Kim (R-CA-41) cast his vote today for the first significant tax cut in 16 years as the Tax Relief Act passed the House by a vote of 253-179.

Congressman Kim said, “When I came to Congress in 1993, one of my top priorities was to deliver real tax relief to the working people of the 41st District. First the Democratic Congress stood in the way — passing the largest tax increase in history — and then the President stopped tax cuts with his veto pen. It’s about time that we stop playing politics and give working people some tax relief.”

Congressman Kim also said, “I am especially pleased that several of my highest tax cut priorities were included in this legislation. I have long supported both the \$500 per-child tax credit, which I believe is essential to helping working families make ends meet, and a capital gains tax cut, which is critical to our nation’s future economic growth.”

“The average American works until May 7th just to pay his or her taxes — that’s obscene! In the end, this bill means more money for taxpayers and less money for Washington bureaucrats.”

The Tax Relief Act of 1997 provides \$85 billion in net tax relief over the next five years and \$250 billion in net tax relief over the next 10 years. The majority of the tax relief — 72 percent — goes to taxpayers with income between \$20,000 and \$70,000. Highlights of the tax package include: a \$500 per-child tax credit; tax credit for education expenses; capital gains tax relief, including elimination of tax on the sale of a home; the establishment of American Dream IRA’s which allow tax-free withdrawals for first-time home buyers; and estate tax relief.

###

Congressman Jay Kim

News Release



227 Cannon House Office Building
Washington, DC 20515
(202) 225-3201

1131 West 6th Street, Suite 160A
Ontario, CA 91762
(909) 988-1055

18200 Yorba Linda Boulevard
Yorba Linda, CA 92686
(714) 572-8574

FOR IMMEDIATE RELEASE

JULY 8, 1997

CONTACT: C. BRUCE ALLEN

(202) 225-3201

Kim letter causes FEMA reversal ***\$4.15 million deobligation has been suspended***

WASHINGTON, D.C. -- A letter circulated by Rep. Jay Kim prompted FEMA Director James Lee Witt to suspend his demand that Orange County return \$4.15 million to FEMA in relation to 1995 flood damage.

Witt, in a written response to the Kim letter, admitted his agency made “numerous mistakes” and promised a thorough review of all damage claims as well as the suspension of the deobligation.

“Mr. Witt’s response to my concerns shows that FEMA does not really know what is going on. First they said they gave Orange County \$9 million. Now they say they only gave \$5.7 million. Orange County should not have to pay for FEMA’s mistakes,” Kim said.

Witt’s response contradicted a statement made earlier by a FEMA spokesman in The Los Angeles Times that Orange County “basically ... got paid twice for the same thing.”

“It is absurd that it took my involvement for FEMA to listen to what the Orange County government had been trying to say all along. Orange County knew exactly how much they were paid,” Kim said. “Right now, given FEMA’s admissions, it is difficult to argue with Orange County’s claims that they are owed an additional \$27 million by FEMA,” he added.

###